

INTIMATIONS.

DINNEFORD'S FLUID MAGNESIA.

The best remedy for Achaea of the Stomach.

DINNEFORD'S FLUID MAGNESIA.

For Heartburn and Headache.

For Gout and Indigestion.

DINNEFORD'S FLUID MAGNESIA.

The best Milder for delicate Constitu-

tions, Ladies, Children, and Infants, and for regular

use in Warm Diseases. DINNEFORD & CO., Chemists,

London, New Bond Street, and Stores throughout the World.

N.B.—Ask for DINNEFORD'S MAGNESIA.

Agents—A. S. Watson & Co., Hongkong.

1888.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

In drawing attention to our special prepa-

rations, we beg to state that we continue to

import Drugs, Chemicals, and Goods of every

kind of the best description only. No other

quality is kept in Stock. Our long experience

and intimate acquaintance with the Trade and

the best sources of supply enables us to pur-

chase direct from the Producers on the very

best terms and thus gives us an advantage

which enables us to offer the best quality at

the benefit of a considerable reduction in the price

of all Specialities of our own Manufacture or

putting up, as compared with similar articles

sold elsewhere.

WATSON'S IODISED SARSAPARILLA.

PREPARED IN THE FINEST RED JAMAICA SARSAPARILLA,

(Imported "In Vacuum")

and contains in each drachm one grain of

oxide of Potassium.

These medicines combined have long ranked

as the most certain alternative known, being in-

dicated in all diseases of the skin, and in affec-

tions from poverty or impurity of the Blood.

Price—per oz. Bottles 1.50 each. 15.00 per dozen

100 oz. 2.50. 24.00."

WATSON'S FLUID EXTRACT

OF TARAXACUM AND PODOPHYLLUM.

This preparation will be found a satisfactory

and reliable remedy in all cases of sick-headache

and biliousness when the bowels and liver are

sluggish from climatic or other causes.

In Bottles \$1 and \$1.50 each.

WATSON'S TASTELESS ELIXIR

OF CASCARA SAGRADA.

seen as a "Tonic Laxative" and establishes

regularity in chronic Constipation.

In Bottles \$1 and \$1.50 each.

WATSON'S VIN DE QUINQUINA.

This Wine possesses the tonic and anti-fabri-

cative properties of the well-known Cinchona

Quinine or Jesuit's Balsam, and the

strength of the bark of the finest Peruvian Wine.

Prepared from the finest selected Bark and a

blend of our well-known "Invalid Port"; it is an

invaluable summer tonic and appetizer, especially

adapted for use of Convalescents from Material

Fever, and other climatic diseases.

In Bottles \$1.50 each.

WATSON'S QUININE AND IRON TONIC.

This Tonic is strongly recommended in all dis-

eases characterized by Anæmia, Weakness, and

for promoting and restoring a healthy appetite

and imparting strength and vigour to the system.

In Bottles \$1 and \$1.50 each.

WATSON'S AROMATIC QUININE WINE.

An agreeable preparation of the Subtance of Quinine in combination with Aromatics. Es-

sentially useful as a Tonic in cases of Debility,

resulting from Fever, alleviating effects of cold,

mato, &c.

Price \$1 per Bottle.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, China and Manila.

1888.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be

addressed "The Editor" and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the

Editor, not for publication, but as evidence of good

will.

All letters for publication should be written on our

side of the paper only.

Advertisements and Subscriptions which are not

ordered for a fixed period will be continued until

canceled.

Orders for extra copies of the *Daily Press* should

be sent before 11 a.m. on the day of publication.

After that hour the supply is limited.

TELEGRAMS NO. 12.

BIRTH.

On the 1st July, at Canton, the wife of George D. Pearson, a daughter.

DEATHS.

On the 1st July, Mr. ALEXANDER ROBERTSON, of Hongkong, and Shanghai Banking Corporation, Manila, aged 26.

On the 2nd inst., at "Brookfield," Mount Gong, Annie Bous, the dearly beloved wife of H. L. Denyer, aged 21.

1888.

THE DAILY PRESS.

HONGKONG, AUGUST 10th, 1889.

Liu Ming-chuan's Memorial on Railways—a full translation of which we reproduced the other day from a Northern contemporary—has two very special claims to attention. For one thing, he himself tells us, he has been for ten years a consistent advocate of the iron road, and for another, he has been able to put his theories into practice and build a railway of his own. The year before last a remarkable essay by one Wang Teo-ri-ai was published by the Shanghai Polytechnic on the question of the advantages and disadvantages of the introduction of railways into China. This essay owes its arguments, as its author frankly admits in his preface, to the former Memorial of Liu Ming-chuan to which His Excellency now refers as having "through misrepresentation failed of its accomplishment." In the year 1880," wrote the essayist, "when differences arose between China and Russia with regard to Kuldja, distinguished officers were summoned from their fields and ordered by His Majesty to suggest plans of action. Thereupon the nobleman Liu Ming-chuan [hoi tsu san-chu], or baron] presented a Memorial in favour of the introduction of railways. His proposal was discussed throughout the Empire and met with the support of the Grand Secretary Li, who spoke strongly of the advantages to be gained from it. Unfortunately the Envoy Liu, who had already returned from his mission to Berlin, strenuously combated the Memorial and succeeded in getting it shelved. For the Court considered that as the ex-Minister had lived much abroad he must be thoroughly versed in the subject and so naturally gave weight to his adverse arguments. By trimming to meet the ideas of the time," adds Wang, "and by wilful perversion of facts he succeeded in becoming the one obstacle that prevented his country from seizing this favourable opportunity to strengthen her-

self." Little wonder that the far-sighted Governor of Formosa looks back with some bitterness to that too successful opposition, and cannot repress a feeling of triumph that his old arguments should at last be heard. The Mercury thinks, to attract many local residents, those arguments, which are tersely set forth in his present Memorial, will for the most part be found at greater length in Wang Teo-ri-ai's essay, from which we had occasion to quote last year. In some cases their author has improved upon himself. The *Straits Times* says that on the 25th ult., a sharp encounter took place between the Dutch troops and the Achinians in the neighbourhood of Pohamah, about five miles from Tsin-tsin. The Achinians are thickly interspersed with those of the same race, and the two sides have lost their rest. We cannot well imagine what brings wolds down into the thickly populated country at this hot season.

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The *Daily News* says that Mr. Donald, of Shanghai, has received a telegram announcing the death at Macao on the 30th July of Mr. Alexander Myburgh, and adds: "He had been ill for some time when he left Shanghai some eighteen months ago, and it was feared that he would not make a permanent recovery. He came first to this part from Japan, where one of his brothers was then in the service, to join his wife, who had died. Mr. R. J. Myburgh, his son, is a well-known and kindly man, and made his name in Shanghai. After some years he joined the late Mr. Cowie, and soon accumulated a fortune. His fate is thus a very sad one, and he will be honestly mourned by a very large circle of friends."

Says the *Singapore Free Press*: "A few days ago we mentioned an experimental rough cutting and washing of Ruby rock that took place in Messrs. A. J. Lowther's office in the presence of a number of our leading business and professional men. The stone was taken at random by various gentlemen from a quantity consisting of 100 bags of 100 lbs. each. One of the bags of 100 lbs. was sent to Mr. S. G. Swell, the General Manager of the British Smelting Works, to contain not far from 10 grains of gold. The rock crushed being perhaps a little over half a pound weight. The residue of the wash was taken away by Mr. S. G. Swell and placed in the hands of Mr. J. McIlroy, the professional assayer, who treated the sample given him and reports as follows:—

1. They facilitate the operations of coast defence.

2. The expenses of maintaining local armes will be curtailed.

3. Transportation of troops and military stores will be expedited.

4. Trade and commerce will flourish.

5. Mines will be opened and profitably developed.

6. Travelling will be facilitated.

7. A regular and expeditious mail service will be established.

8. The conveyance of famine relief will be prompt and rapid."

According to the memorialist's humble opinion, the main advantage of the Ruby rock which will be derived from its use is that it will be a comparatively easy matter to lay them, and so finish this, the most important section of the line. The delay has been due to many reasons. For one thing funds have not been always forthcoming when required; then the foreign engineers have been hampered by ignorant interference from native "superintendents" and military officials, and, if the truth must be told, have not always been able to "hit it off" with the Governor himself. It is a laudable wish on the part of the Chinese authorities to construct their public works as little extraneous aid as possible, but the same is not true that a foreign firm, which has prepared them, and when the tunnel through the hills above Kelung is at last completed (as it may very shortly) it will be a comparatively easy matter to lay them, and so finish this, the most important section of the line. 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dian it would be equally legal in the case of a European. If the Captain-Superintendent has a right to invent fancy punishments for one branch of the Force he has an equal right to do so with regard to the other branches. The new departure has therefore caused some consternation among the European constables, who are apprehensive that they may be experimented upon next. As a matter of fact, however, the punishment in the case referred to was entirely illegal. It is incumbent upon the Government to see that it is not repeated, for few things can be more damaging to the tone of a Police Force than wantonly to give cause for justifiable discontent.

AN ORIENTAL LANGUAGES SCHOOL IN ENGLAND.

The Imperial Institute has rendered an excellent service to the Empire in promoting the establishment of a school in London designed both for giving instruction in several Oriental languages and also for the pursuit of studies relating to the history, literature, political and physical geography, political economy, and the natural and industrial resources of the countries and districts in which the various languages are used. The history of the development of the scheme is given in an interesting article in the *Times* of the 1st July. It is there pointed out that whereas France, Germany, and Austria-Hungary are provided with schools of living or modern Oriental languages, England, with a trade amounting to hundreds of millions with the East, and with tons of thousands of our countrymen scattered all over Asia, from Suez to Tokyo, whose success must largely depend upon their communications with the natives, has up to the present possessed no machinery at home for enabling them to overcome the preliminary difficulties of acquiring the languages which are so important to them and so important for our trade. A few years ago University College, London, established, in connection with the Indian Civil-Service examinations, a system of lectures on Indian languages, and King's College has for some time had lectures on some other Oriental languages, notably on Chinese; but the student who desired to obtain for the practical purposes of everyday intercourse a preliminary knowledge of any Oriental language found the facilities extremely meager.

All the languages the new School will have to teach, Chinese, with its ideographic writing and its numerous dialects, will be found the most difficult. It is no doubt true, as the *Times* says, that there is nothing in the nature of things to prevent any student of average ability and industry from acquiring the rudiments of any Oriental language in England except that there is no one to teach him; but in the case of the Chinese spoken language it would be impossible to advance beyond the rudiments. The possession of these, however, will be found very useful to any one arriving in the country whose duty or inclination may lead him to pursue the study of the language, and will mean the saving of valuable time. The written language, of course, may be studied almost as well in Europe as in China, but for mercantile purposes the spoken language is the most important. At present people wishing to acquire a knowledge of the language have to pick it up as best they can on arrival in China. For missionaries and young men destined for official or mercantile pursuits in China much time would be saved if they had facilities for going through a course of study in Chinese simultaneously with their other training. Unfortunately in mercantile pursuits comparatively little value seems to be placed on a knowledge of the language in English offices in China. The Germans take a different and a wiser view of the situation, and a large proportion of their young employes provide themselves on arrival with Mr. Dyer's excellent handbook and proceed to the acquisition of it at all events, a smattering of colloquial. On this point we could well afford to take a lesson from our Teutonic friends. Better still would it be if you who are destined for a commercial career in China could take lessons in Chinese at home, part of their ordinary educational course. If they wait until they arrive in China they will find their ordinary day's work leaves them little energy remaining to attack the language from the commencement and if they are disposed to do so they are thrown almost entirely on their own resources, having only such assistance as they can obtain from books and from a native teacher who serves the purpose of an animated dictionary, but has no idea of education as a science, or in any degree smoothing the way for his pupil except by answering such questions as may be put to him. In the school to be established in London the pupil will have the benefit of intelligent tuition. For intending missionaries the school will prove an immense boon, for a large majority when they decide upon their theological training and might very well take a course of Chinese simultaneously if facilities were afforded them. The school will also offer advantages for candidates for training for the Consular service as the *Times* points out. "When it has been found necessary to establish corps of official interpreters in China, Japan, Siam, and the Levant, the only method open to the Foreign Office is the crude one of selecting youths here and sending them out on salaries to learn the language *ad hoc* on the spot from native teachers paid out of the public funds. In fact, small schools had to be created in each capital, and the first two or three years of every officer's time are spent in acquiring a knowledge of the language. No doubt excellent scholars have been turned out in this way, but the system is a most expensive one." The school in London may, and no doubt will, afford valuable assistance in the preliminary work, but in China at all events it will never, we think, be possible for officials to dispense with the training at Peking. Expensive the system may be, but the results have been excellent.

THE NAVIGATION OF THE SONGKOL.

The detailed account of M. D'ABRAHAM's recent voyage to Lao-kay, which we publish in another column, shows that the Red River is by no means easy of navigation. From Hanoi it appears to be free from serious obstructions for two days' steaming; the remainder of the voyage is a succession of more or less difficult and dangerous rapids. The fact that the Lao-kay successfully surmounted all obstacles and accomplished the voyage without damage proves, however, that it is a possible route, and the channel might no doubt be rendered much safer by removing some of the dangers, marking the others with buoys, and making provision for existing vessels to ascend the more difficult rapids by laying down hauling chains. Our Haiphong contemporary suggests that it is now the duty of the Government to take up the work. Messrs. MARBT and D'ABRAHAM having risked their vessel and M. D'ABRAHAM his life in establishing the fact that Lao-kay can be reached by steamer. The route, it is said, might be easily rendered safe navigable at small expense. Unfortunately the finances of Tonquin are not in a state to afford much room for hope that the Government will be at once to undertake this important work, but it is certainly one that ought not to be delayed longer than is absolutely unavoidable. With the Lao-kay available for the purpose a careful scientific

survey of the river ought to be made at once, so that it may at least be ascertained what requires to be done. It would then be seen whether the cost of effecting the necessary improvements was within the means of the colony. In its present state it is to be feared that the route will be of little value for commercial purposes. As the *Courrier* suggests, however, the first thing to be done is to remove the popular impression that the river was not navigable by sending a steamer right up to Lao-kay. This has been done by the enterprising Messrs. MARBT and D'ABRAHAM, and it now remains for the Government to do their part.

THE DESTRUCTIVE EARTHQUAKE IN JAPAN.

The Nagasaki paper says—One of the most severe shocks of earthquake experienced in this part of the country for some years occurred about 11.40 p.m. on the 28th July, and was followed by another slight one about an hour later. Seismos as the shock was here, and greater in the towns, notably Kumanoto and the surrounding districts. It was reported that thirty-eight people have been killed and wounded, and fifty-four houses totally destroyed. It was also felt very severely at Uzum, and some of the foreign visitors there, including several ladies, have returned to Nagasaki. Slight shocks continued to be experienced from time to time in various districts up to the receipt of the latest news.

The *Japan Herald* says that the following particulars were received at one of the public offices at Yokohama—Kumanoto, Sunday, 14th p.m.—Great earthquake has taken place. The streets are fissured in several places; houses have been overthrown. Many people killed and injured. Buildings still continue.

The *Chosun Dempo*, a paper published in Kyoto, states that several volcanoes are in active operation. Other vernacular journals report severe shocks of earthquake in Yamagata, Sano, Oita, and Fukutsu.

HONGKONG.

Since the blow noted in our last mail issue, the weather has been somewhat unsettled but decidedly cooler. The master of the Kwong Shing ship, Queen's Road west, which was destroyed by fire on the 20th June, has been awaiting trial for a charge of arson at the next Criminal Sessions. The first ordinary meeting of the Steam Launch Company was held on the 10th inst. A tailor who had a dispute with the Tailors' Guild was attacked and severely cut by three men on the 10th inst. The half yearly meeting of the Hongkong, Canton, and Macao Steamship Company was held on the 1st inst. During a heavy rain-storm on the 4th inst., a man fell from the window of the top floor of a house on the Praya and was killed. An Indian constable died on the 3rd inst. in Hospital from the effects of a blow from a stone received during a street row on the 1st July. Two men were apprehended with the intent to assault and succeeded in escaping from the locks of the same afternoon and are now in Canton. At the competition held under the auspices of the Chongkong Kids Association for the Fai Chongkong Cup, presented by Dr. Nibley, Carlyle made the highest score. An extraordinary meeting of the Dairy Farm Company, Finsbury, was held on the 6th inst. The yearly meeting of the Finsbury and Sonning Damanian Mining Company, Finsbury, was held on the 7th inst. The four men charged with beating to death a man caught in the act of stealing at Yaumont have been committed for trial. The statutory meeting of the Royal Bay Trading Company was held on the 6th inst.

Information was received privately by the last mail that the Hon. M. Deane, Captain Superintendent of Police, will probably return to the colony shortly and resume his post in the Police Department.

It is notified in Saturday's *Gazette* that His Excellency the Governor has appointed, provisionally, Mr. Ernest Joseph Meugens to be second Building Officer in the Harbour Department, and he has been duly promoted.

About nine o'clock on the morning of the 5th inst., a man living at No. 134, Praya, who has been suffering from fever for some time, was sitting cooling himself at a window on the top floor of the house, when he fell out, fracturing his skull. His wife removed him to the Tung Wah Hospital, but he died just as he reached the hospital.

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About nine o'clock on the

NOTICES TO CONSIGNEES.

"GLEN" LINE OF STEAM PACKETS FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship.

"OLIVEAGLES"

having arrived from the above Ports, Consignees are hereby informed that their goods are being landed from their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before 4 P.M. to-day.

Cargo remaining undelivered after the 12th August will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all claims for damage and/or shortages not later than the 15th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATTHESON & Co., Agents.

Hongkong, 5th August, 1889. 1655

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. PREUSSEN

FROM BREMEN AND PORTS OF CALL.

THE above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be landed here in Hongkong unless notice to the contrary is given before 11 A.M. TO-DAY, the 8th inst.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining after the 15th inst. will be subject to rent.

All broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 21st inst., at 4 P.M.

All Claims must reach us before the 22nd inst. or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by MELCHERS & Co., Agents.

Hongkong, 8th August, 1889. 1656

THE "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, AND SINGAPORE.

THE Steamship.

"BENLAEGE."

Captain Freeman having arrived from the above Ports, Consignees of Cargo are hereby requested to send their Bills of Lading for counter-signature by the Undersigned to take immediate delivery of their Goods from alongside.

The steamer is berthed at the Kowloon Pier, and any Cargo impeding her discharge will then be landed into Godowns and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining after the 15th inst. will be subject to rent.

All claims must reach us before 4 P.M. of the 16th inst. or they will not be recognized.

A representative of this office will attend at the Godowns at 11 A.M. on the 17th instant to examine damaged packages.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIEB, LIVINGSTON & Co., Agents.

Hongkong, 8th August, 1889. 1658

THE "SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "FLINTSHIRE" FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES, Cargo and Goods in

forwards, all goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining after the 10th instant, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 3rd August, 1889. 1659

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo by the Company's Steamship.

"ORION"

are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns known as "The Wharf and Godown," Wanchai, whence delivery may be obtained.

This vessel brings on cargo —

From Calcutta and Madras, Es S. N. No. 2, transhipped at Colombo. From Trieste, Es S. S. Imperator, transhipped at Bombay.

Consignees wishing to receive their Goods at the Wharf and Godown, Wanchai, should make arrangements with the steamer.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Undersigned before NOON on the 9th inst., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 3rd August, 1889. 1660

THE "SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "FLINTSHIRE" FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES, Cargo and Goods in

forwards, all goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining after the 10th instant, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by D. SASSEN & Co., Agents.

Hongkong, 5th August, 1889. 1661

TOCOCONSIGNEE OF OPTIONAL CARGO EX. S. S. CO. S. S. "DIOMED."

FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 18th inst. for shipment per steamer "BELLERO-
PHON."

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th August, 1889. 1663

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

you hereby notify that the cargo is being discharged into Craft, and/or Land at the Godowns of the Undersigned in both cases it will lie at Consignee's risk. The cargo will be ready for delivery from Craft or Godown on and after the 8th instant.

Cargo undelivered after the 16th instant, will be subject to rent. All damaged cargo must be sent to the Undersigned before NOON on the 18th inst. and will be examined at 11 A.M. 19th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th August, 1889. 1664

INSURANCES.

NEW SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.

The Undersigned having been appointed General Agents for the above Company are prepared to grant POLICIES on MARINE RISKS at Current Rates.

F. NAUDIN & Co.

Hongkong, 9th August, 1889. 1665

THE NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned having been appointed Agents for the above Company are prepared to grant GEANT INSURANCES to the extent of \$100,000, on first-class risks at current rates.

DUNN, MELBY & Co.

Hongkong, 16th August, 1889. 1666

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

As Agents of the above Company we are prepared to accept RISKS against FIRE at Current rates.

RUSSELL & Co.

Hongkong, 2nd May, 1889. 1667

THE HENRY FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & Co.

Hongkong, 17th August, 1889. 1668

THE FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned having been appointed Agents for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co.

Hongkong, 1st July, 1889. 1669

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Established 1870. Head Office—Hongkong.

CAPITAL TWO MILLION DOLLARS.

PAID-UP CAPITAL \$400,000.

RESERVE FUND \$65,000.

CLAIMS PAID \$100,000.

RISKS ACCEPTED AT CURRENT RATES.

JAS. B. COUGHTRE, Secretary.

Hongkong, 12th March, 1889. 1670

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned Agents for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, 16th July, 1889. 1671

TRANS ATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & Co., Agents.

Hongkong, 16th November, 1889. 1672

LUBECK FIRE INSURANCE COMPANY.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

EDUARD SCHELLHAS & Co., Agents.

Hongkong, 6th August, 1889. 1673

GENERAL LIFE AND FIRE INSURANCE COMPANY IN LONDON.

The Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co.

Hongkong, 1st July, 1889. 1674

TO LET.

THE HOUSE NO. 7, UPPER MOSQUE TERRACE, Possession on 1st Sept.

Apply to G. V. A. CHU Lantau.

Hongkong, 29th July, 1889. 1675

TO LET.

THE DWELLING HOUSE No. 2, DOUGLAS VILLAS. Possession from 1st May.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, 1st April, 1889. 1676

TO LET.

THE DWELLING HOUSE No. 1, DOUGLAS VILLAS. Possession from 1st May.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, 1st April, 1889. 1677

TO LET.

THE DWELLING HOUSE No. 3, DOUGLAS VILLAS. Possession from 1st May.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, 1st April, 1889. 1678

TO LET.

THE DWELLING HOUSE No. 4, DOUGLAS VILLAS. Possession from 1st May.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, 1st April, 1889. 1679

TO LET.

THE DWELLING HOUSE No. 5, DOUGLAS VILLAS. Possession from 1st May.

Apply to DOUGLAS LAPRAIK & Co.</p

shall be offered to the public (including shareholders) in such manner and at such times and on such conditions as the Board may determine."

Dr. Nobile seconded.

Carried now.

On the motion of Hon. C. P. CHATER, seconded by Mr. DA ROZA, the following resolution was unanimously carried by the Board:

Article No. 1 of the Sub-section 1 of the "Company" Article of Association is altered by inserting therein in lieu of the figure "\$30,000" the figure "\$100,000," and in lieu of the figure "3,000" the figure "10,000."

This concluded the business of the meeting.

THE PUNJOM AND SUNGHIE DIA SAMANTAN MINING COMPANY, LIMITED.

The third ordinary half-yearly meeting of shareholders in the above Company was held at their offices, Hongkong, on the 5th inst. for the purpose of receiving the report of the Directors together with statement of account to the 30th September, 1888. There were present—Mr. W. G. Bell (Chairman), Mr. H. E. Ward, Mr. T. E. Davies, Mr. H. Bay, Mr. W. D. Gillies (Directors), F. Dowlas, G. Brandt, J. Fredericks, C. A. Orosio, W. Lorge, W. C. Murray, E. Scarce, E. H. Jones, E. J. Hughes, J. F. C. Ross, R. A. Yockey, A. Wooley, E. J. Corson, A. O. D. Gourdin (Secretary) &c.

REPORT.

The Directors have now the pleasure to submit the account for the half-year ended 30th September, 1888. It will be seen that our outlay is working account amounts to \$14,424.13 the sum of \$12,405.50 having been disbursed at Sunghie Dua, mostly in advances to Miners and Engineers, and the balance of \$2,018.63 will be recovered out of their earnings.

During the six months work was accomplished, 1,400 tons of ore at Pung-jom, and a number of drifts from the shaft were driven, in some of which encouraging prospects were found. Work has since been commenced at several outlying points as a distance of 10 miles from the main camp, and fair samples of quartz have been obtained.

Mr. Becher found the stamp in a very insufficient condition and had them almost entirely re-creased; the amount of stamp was accomplished as the manipulation of the ore required further additions to the machinery in view of bringing out anything like the assay value of the quartz.

Mr. Becher is ordering in London the necessary Vanners and other machinery wanted, and he is also procuring the Pumping machinery which is required to bring the water up to the surface, and will enable us to proceed with the sinking of our shaft, which is meantime in abeyance.

SUMMARY OF WORK.—We are now under the superintendence of an experienced man, and prospects there are reported to be promising.

STEAM LAUNCH.—The steam launch Sri Pakang was lost in December last, causing much increased loss. The Insurance Companies have paid the \$20,000 for which the sum was insured, and we have now almost ready a new boat to replace her, which is to cost \$10,000.

The Capital of the Company has been increased by the issue of 50,000 fully paid-up shares of \$10, say \$200,000.

LONDON COMMITTEE.—A Committee has been formed in London composed of Mr. C. D. Hutton, Mr. D. Basson, Mr. A. G. G. Gourdin, Mr. G. Brandt, and Mr. Partner of Messrs. James Morrison & Co., to act for the Company in the sale of any portion of our concessions which it may be thought advisable to dispose of, and to act as a London office for the service and with whom to transact business.

During Mr. Becher's absence Mr. J. J. Hardie, a gentleman of mining experience, has been appointed Manager of the Pung-jom.

W. G. BELL, Chairman.

1st APRIL, 1888, to 30th SEPTEMBER, 1888.

Cost of estate	150,000
Hongkong Bank, fixed deposit	51,453.00
Bank of China, fixed deposit	10,000.00
Bank of Canton, fixed deposit	10,000.00
Bank of Pung-jom and Samantam	36,821.00
Steam-launch Sri Pakang	18,000.00
Steam-launch Maude	1,000.00
Stamp mill	4,228.00
Stamp mill plant	2,935.37
Saw mill plant	146.91
Water wheel	3,193.00
Labour and tools at Pung-jom and Samantam	2,023.13
Furniture at office	1,813.00
Supplies at mines and Samantam	1,813.00
Postage and provisions	3,817.00
Postage	17.00
Specie at mines	304.96
Opium at mines	34.59
Labour at Pung-jom	4,228.45
James Morrison & Co.	1,807.30
Sundry debtors	146,000.00
Balance	406,871.00

WORKING ACCOUNT.—Dr.

Dr.	\$ c.
To balance last account	103,553.14
To charges	1,000.00
To salaries at mines and head office, rent and office expenses at Hongkong and Pung-jom	15,833.00
To legacies	10.00
To dividends and interest on accounts	77.43
To exchange	1,500.00
To transport machinery and stores	1,421.30
To labour and travelling expenses	1,271.47
To rent and travelling expenses	1,271.47
To stamp mill working account	461.00
To water supply	135.78
To labour account	1,027.00
To gold concentrators	54.97
To transports of coochies	223.00
To labour account	247.00
To shipment of coal to San Francisco	217.49
To firewood and charcoal account	243.00
To general and managing expenses	2,501.62
To stamp mill Pung-jom	222.00
To transport account	222.00
To disbursements stamp mill, machinery and plant	612.90
To water supply	77.43
To commission	44,000.00
To compensation	390.00
To auditors' fees	150.00
Balance	146,833.00

E. & O. E. A. O'D. GOURDIN, Secretary.

The Chairman and Gentlemen, I suppose we may have wished to have placed these figures before you some time ago, but so far as the accounts were concerned, things were not in a good state when Mr. Becher got to Pung-jom and part of his duties, besides his professional duties, was to get these accounts made up and a very hard duty it was to him. Since he took them in, he has been able to send us—in fact we got them—so far as we are now before you. These might have been presented to you then but there intervened the necessity of raising new share capital and this caused a good deal of work in the office here. That again, I may say, caused a couple of months' further delay as world otherwise have happened. Mr. Becher has since been able to get these accounts very considerably and the accounts have been made up and sent to you. I may tell you that the next half-yearly accounts will be very likely in your hands two to three months from to-day. The current accounts are coming to hand and it is very unlikely indeed that you will have any further experience of this kind. I need scarcely go further into particulars on the state of things in Pung-jom than is presented in this report and as may be of interest to you, these might have been presented to you then but there intervened the necessity of raising new share capital and this caused a good deal of work in the office here. That again, I may say, caused a couple of months' further delay as world otherwise have happened. Mr. Becher has since been able to get these accounts very considerably and the accounts have been made up and sent to you. I may tell you that the next half-yearly accounts will be very likely in your hands two to three months from to-day. The current accounts are coming to hand and it is very unlikely indeed that you will have any further experience of this kind. 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